

Appendix F:

Response Letters to RTP Comments



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October 24, 2001

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San Francisco Mayor's Appointee

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Steve Heminger
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Ann Flemer
Deputy Director/Operations

Therese W. McMillan
Deputy Director/Policy

Darnall W. Reynolds
Deputy District Director, Planning
Caltrans District 4
P.O. Box 23660
Oakland, CA 94623-0660

Dear Mr. Reynolds,

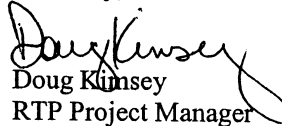
Thank you for your comments on the draft 2001 Regional Transportation Plan.

As you know, the RTP is a "best estimate" of available funds over the 25-year period. We understand that the ITIP funds are discretionary; our estimate was based on the region's past success of receiving ITIP funds. The RTP Track 1 funding charts do make the distinction between "Existing Funding", which includes all committed funding, and "Track 1 Funding", which does distinguish between ITIP and remaining federal and state funds; we believe this is an appropriate level of distinction for a 25-year plan.

As you know, the RTP does not show each and every project that is expected to be built over the next 25 years. We do try to include all the more regionally important projects on the RTP lists; as a general rule of thumb, if a project costs \$5 million or more and is regionally significant in some way, then it appears on the project list.

Thanks for the detailed listing of project-specific comments as well. We will incorporate them into the final RTP documents as appropriate.

Sincerely,


Doug Kinsey
RTP Project Manager

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December 3, 2001

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Mr. Darnall Reynolds
Deputy District Director, Planning
Caltrans District 4
P.O. Box 23660
Oakland, CA 94623-0660

Dear Mr. Reynolds:

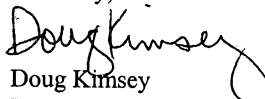
Thank you for forwarding to us comments from the Caltrans Division of New Technology and Research dated October 3 as a supplement to your comment letter dated September 28 on the 2001 RTP and its EIR. Since MTC has already responded to your September 28 comment letter, this letter pertains only to the October 3 supplemental letter.

The Division of New Technology and Research staff offered two comments on the content of the Draft 2001 RTP: (1) add fact finding of successful demonstrations or deployment of pedestrian safety engineering in other parts of the country and (2) mention that the ITS System Architecture is in process and that any new transportation facilities and services will comply with the Regional, Statewide, and National ITS Architecture.

MTC staff will revise the discussion of the Safety Goal by adding an additional objective and measure for pedestrian safety as recommended by the Pedestrian Safety Task Force (page 28 of the Draft RTP). We agree with your recommendation to add additional information about the status of the ITS System Architecture effort (page 27 of the Draft RTP), and will revise the text accordingly. Both corrections will be reflected in the Final 2001 RTP.

We appreciate your comments on the 2001 RTP. Please call me if you have any additional comments or questions at 510.464.7794.

Sincerely,


Doug Kimsey
RTP Project Manager

DK: AN

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November 6, 2001

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Deputy Director/Policy

Miriam Gholikely
P.O. Box 1681
Daly City, CA 94014

Dear Ms. *Miriam* Gholikely:

Thank you for your recent memo to Ashley Nguyen concerning the Draft 2001 Regional Transportation Plan and the Draft Environmental Impact Report. I wish to thank you for your participation on MTC advisory councils as well.

MTC shares your view that additional funding must be found if transit service in the Bay Area is to be significantly expanded. One of our initiatives will be the development of a Lifeline Transit Network to help improve mobility for residents of lower-income communities during non-commute hours. Preliminary Lifeline Transit Network maps have been completed for each Bay Area county. We have met with various transit operators and have conducted a series of outreach meetings targeted to community-based social service organizations to give us additional feedback.

Our initial analysis indicates that transit coverage for low-income individuals is fairly good. We recognize that there are spatial and temporal gaps in this system that will need to be closed. A lack of available transit operating funds is a key constraint to augmenting Lifeline transit service. But there are some potential new funding sources on the horizon. Proposition 42, which will appear on the statewide ballot in March 2002, will enable voters to determine whether state sales taxes on gasoline should be permanently dedicated to transportation. Passage would provide a source of transit operating funds that would help implement the Lifeline Network.

Thank you again for your continued commitment to improving transportation in our region.

Sincerely,

Therese W. McMillan
Deputy Director/Policy

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From: John Goodwin
To: Rebecca Kaplan <rebecca@transcoalition.com>
Date: 11/26/01 2:24PM
Subject: Re: Comments on the EIR/RTP

Dear Ms. Kaplan:

A review of correspondence related to the 2001 Regional Transportation Plan (RTP) shows that we have not yet responded to your email of October 3 regarding the Draft RTP and its associated Draft Environmental Impact Report (EIR). It is MTC's policy to respond to incoming correspondence (including email) regarding the RTP as quickly as possible. We sincerely regret our failure to do so in this case.

This email responds only to your comments the Draft RTP. Responses to your comments on the Draft EIR will be addressed in the final EIR. With regard to your specific RTP comments:

- 1) The Hayward Bypass would serve the already developed areas of Fremont, Union City and Hayward. In addition, Alameda County Transportation Authority has indicated that the Hayward Bypass remains a top priority. Pending the Authority's review of recent court findings regarding the project, the project will remain in Track 1 unless the Authority asks that it be removed.
- 2) Over the past several years, MTC has been interested in congestion pricing as demonstrated by our congestion pricing study of the Bay Bridge. Although we believe that there are benefits and opportunities to implementing congestion pricing, the political support for this strategy has not been strong. Notwithstanding, MTC will continue its efforts in advocating support for congestion pricing amongst community groups, transportation partners, and State Legislature. We appreciate your efforts on this issue as well.
3. Fare policies are set by the region's transit operators. However, there will be a need for revenues to keep pace with transit cost increases that will occur over time. This does not necessarily mean that the transit agencies will need to increase fares, but there likely will need to be a balance between regional and local responsibility for transit funding, especially in cases where the transit agency intends to expand beyond existing service levels.
4. Along with our other regional partners, MTC continues to participate in the Regional Smart Growth Initiative effort aimed at developing a preferred land use pattern that will inform how the Bay Area could grow over the next 20 years. We will consider your proposals about smart growth and appreciate your participation in this effort.

Please accept our (belated) thanks for your email and your thoughtful comments. MTC appreciates your continuing interest in regional transportation issues.

Sincerely yours,

John Goodwin
MTC Public Information

To: The Metropolitan Transportation Commission
From: Rebecca Kaplan
Re: Comments on the EIR for the draft 2001 RTP

Thank you very much for your effort in putting together the information in the EIR for the draft 2001 RTP. The RTP/EIR contains several important steps forward in terms of improving the environment in the Bay Area, but, as a whole, fails to accomplish these goals, and therefore, requires substantial improvement.

In general, innovative, pollution-reducing ideas are studied, but not adopted. Both the EIR and the draft RTP "think outside the box," but then choose actions that are almost entirely still stuck within the box. In fact, the draft EIR shows traffic congestion increasing dramatically over the course of the RTP - and this fact demonstrates that the draft Plan/EIR is in need of changes.

1. Why is the Hayward Bypass, a destructive freeway, included as an approved project? Not only is this project negative from an environmental point of view, it also has lost access to its primary funding source in a recent court case. By changing this project, thousands of units of housing (including a great deal of housing that is accessible to transit) could be preserved and created.
2. Since your own document clearly shows that "Congestion Pricing" for bridge tolls would be a preferable policy, MTC should act, as soon as possible, to seek to implement this policy, lobbying State officials when necessary.
3. The EIR proposes to adopt an RTP that contains a substantial increase in VMT's (of approximately 50%). When asked about this previously, MTC staff have said that VMT's rise simply because population is rising. This answer is untrue. Your own data clearly show that population will rise merely 19%. Therefore, please explain why you propose to adopt a transportation plan that will dramatically increase Vehicle Miles Traveled, at a rate of growth that is 2.5 times greater than the population increase.
4. Please note that your own analysis states that Alternative 2, also known as Systems Management, performs the best on most measures, including a very important one, reducing certain forms of air pollution that are now in excess of legal limits in the Bay Area. It also would preserve more open space, and cause less social disruption. Even if you do not adopt all of the items in this top-scoring alternative, you should at the very least include some of its most cost-effective features, such as dramatically improved Express Bus service (including the use of shoulders when necessary to enable the buses to avoid being stuck in traffic).
5. Is there a legally valid alternative in the EIR? As your document notes, you are required to study a plausible alternative to the proposed "RTP Project." The text of the EIR document identifies the "Systems Management" alternative as the only legally valid "alternative" for CEQA purposes, since it is the only other proposal that is fiscally constrained. However, on p.3-14, the EIR document states that the Systems Management alternative was not chosen for adoption because it contains items that "have not yet been developed sufficiently for widespread implementation." In some cases, this means that certain items are not yet legally possible, because the legislature would need to act first. This conflict raises the question of whether the EIR includes an adoptable alternative.
6. Is MTC proposing to order transit operators to increase fares in order to be eligible for their capital/maintenance funds? The EIR document is unclear on this point. However, at the MTC Retreat in the summer of 2001, staff clearly stated that the "100% funding for transit maintenance" policy would be made conditional upon a new requirement that transit operators must inflate fares. This proposal seems to run counter to MTC's stated equity and environment goals. Raising fares would hurt the lowest-income members of our society, many of whom are transit-dependent. Additionally, it will discourage the use of public transit, thus increasing VMT's, congestion, and pollution. The proposal is particularly unjust because it was made during the same time period that MTC voted to oppose increases in bridge tolls - setting a double-standard under which people too poor to own cars will

suffer the most. In addition, the draft RTP says only that transit maintenance funds will be dependent on certain conditions, which are not listed or named. However, if the condition were to be mandatory fare raises, such a policy proposal would impact the performance of projects in the RTP and would impact the EIR since it would reduce transit ridership. Therefore, this point needs to be clarified. In addition, if this condition is to be part of the maintenance funding policy, it should be included in the RTP documents and the RTP public process.

7. It is clear from this EIR that solving our transportation woes is very difficult, in part because transportation problems are exacerbated by other things. Perhaps most importantly, bad land-use decisions make it very difficult to ease congestion and pollution in sprawling areas. Therefore, I am pleased to see that MTC has begun to work on a Smart Growth process. I urge you to strengthen your efforts in these areas. Please include the following proposals:

- a. Work together with local jurisdictions and BART to eliminate free parking (this can include making discretionary funds conditional upon these efforts)
- b. Stop funding new freeway expansions that encourage and reward sprawl
- c. Encourage the development of housing, jobs, shops, and services around transit centers. (RTEP and other discretionary funds can be made dependant on these goals).
- d. Choose the most cost-effective projects. One of the challenges evident in the RTP/EIR is the difficulty of achieving all of our goals with the limited funds available. In this situation, it is therefore inappropriate to devote funds to a project that costs \$100 per rider (such as BART to San Jose), when other projects costing as little as \$2 per rider could be funded, moving far more people out of gridlock.
- e. Continue with the Smart Growth process, to enable future RTP's to be based on more transit-oriented development scenarios.
- f. Continue to fund and expand the TLC/HIP programs. Add a program to hire smart growth planners for cities and counties. After all, we don't want to fail to harness this important tool for our region, simply because some jurisdictions don't have people on staff who know how to do this kind of planning.

8. Please note that your EIR does not correctly list which projects are included in which alternative. Without this information, it is unreasonable to expect the public to be able to comment usefully on the EIR. One of the main purposes of the EIR is to compare different alternatives to determine which one is environmentally preferred, and to explain why the environmentally preferred one was not chosen for adoption. This process is seriously hampered, if not completely disrupted, by the failure to provide an accurate comprehensive list of which projects are included. PLEASE review your Appendix C "Project Listings" section. It contains rows listing projects, with columns listing alternatives. For each project, there is supposed to be a checkbox indicating whether that project is included in each alternative. This chart is completely incorrect - but I know this only because I was at the meetings where the alternatives were discussed in more detail. Other members of the public would not know which projects are included in each alternative. For example, item 94045 (new express buses for I-80 HOV service), is indicated on the chart as NOT being in the Systems Management alternative, but I remember staff at a meeting saying that the project IS included in that alternative. This is true for many additional projects. This problem cannot be solved simply by saying that the public should assume that any "Project" item is automatically included in "Systems Management" whether or not the box is checked - firstly, how would anyone know this if it is not written in the text of the chart. Secondly, it is not

true. There are items in "Project" that are excluded from "Systems Management". Also, the chart does not clearly distinguish between Blueprint 1 & Blueprint 2. For example, project 21444 is listed in Blueprint 1, but not in blueprint 2. Is it correct that this project is not in Blueprint 2? One MTC staffmember tried to explain this situation by saying that everything included in Blueprint 1 is also included in Blueprint 2, therefore, the Blueprint 2 box does not need to be checked. But for project 21045, both Blueprint 1 & 2 are checked, indicating that the checkboxes must mean something. In any case, please provide in the revised version a clear, comprehensive list of all of the projects in each alternative, in a format that is readable.

Thank you very much for your time and attention.

Sincerely,
Rebecca Kaplan
414 Thirteenth Street, 5th floor
Oakland, CA 94612
Rebecca@transcoalition.org

CC: Ashley Nguyen; Doug Kimsey



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December 3, 2001

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Ann Flemer
Deputy Director/Operations

Therese W. McMillan
Deputy Director/Policy

David Schonbrunn, President
Transportation Solutions Defense and Education Fund
16 Monte Cimas Avenue
Mill Valley, CA 94941

Dear Mr. Schonbrunn:

Thank you for your comment letter dated May 4, 2001 in response to MTC's Notice of Preparation of the EIR for the 2001 RTP. Since your comments pertaining to environmental review of the 2001 RTP will be addressed in the final EIR, this response letter only addresses those comments you raised on the RTP itself.

RTP Goals

The six broad RTP goals—mobility, safety, equity, environment, economic vitality, and community vitality—are intended to provide the policy framework for the RTP but not to replace all county and regional project selection processes. Most major transportation investments that are included in the RTP are the product of prior corridor level or subarea studies that involve evaluation of alternatives, public outreach, and eventually policy direction from the appropriate bodies. MTC is typically involved in these major transportation studies, and follows their development closely. These studies typically consider the range of policy concerns of interest to MTC such as mobility and access, safety, effect on the community and consistency with local plans, etc. It is not appropriate for MTC to second guess the results of these processes every time the RTP is amended or updated, as this would not lead to productive regional and local collaboration on transportation issues, would be wasteful of scarce funds for transportation planning and project development, and would create significant uncertainty in the overall planning and delivery of transportation projects in the Bay Area.

Major Update or Minor Revision?

Federal and state statutes require that the RTP be updated every three years. As described above, much of the RTP is a made up of long-standing regional and local priorities. As such, prior RTPs provide the foundation for subsequent updates. The magnitude of an RTP update at any given point in time will depend on changes in transportation conditions, funding opportunities, or changes in regional policies. The 2001 RTP update has been a substantial effort, incorporating the following:

- New projects approved by voters in Alameda and Santa Clara County sales tax measures
- New funding through the Governor's Traffic Congestion Relief Program (TCRP)
- A major update of MTC's Regional Transit Expansion Policy
- Development for the first time of a Lifeline Transit Network
- Expanded public outreach with a focus on environmental justice concerns
- An expanded environmental justice evaluation
- Definition of performance measures for the RTP goals

- Development of MTC's first Regional Bicycle Plan
- Development of a pilot program to subsidize transit passes for low income students

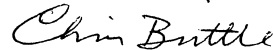
The impact of alternative land use assumptions on travel behavior are well documented in past MTC planning efforts. Further, the Commission cannot unilaterally decide what is good land use planning for the Bay Area, hence its involvement in the regional Smart Growth initiative along with four other regional partners.

Financial Element Presentation

As the draft RTP points, about 90 percent of the \$82 billion in projected RTP revenue is already committed by law, voter mandates or recent MTC programming actions. The remaining 10 percent, or \$7.7 billion, in discretionary funding is the primary focus of the decisions being made in the 2001 RTP. The manner in which this \$7.7 billion is allocated is shown on page 54 of the draft 2001 Regional Transportation Plan. MTC has previously provided you with a comprehensive list of fund sources that are the basis for the committed funding in the RTP. In terms of MTC's decisions on transit funding, the *Environmental Justice Report* (Figures 14 and 15) makes it clear what sources of funding are under MTC's control.

If you have any questions regarding the RTP, please call Doug Kimsey, RTP Project Manager, at 510.464.7794.

Sincerely,



Chris Brittle
Manager, Planning

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October 12, 2001

Enrique Gallardo, Senior Program Manager
Latino Issues Forum
785 Market Street, Suite 300
San Francisco, CA 94103

Dear Mr. Gallardo:

Thank you for your thoughtful letter concerning the *2001 Regional Transportation Plan* and the Regional Transit Expansion Policy. Let me respond to some of the points in your letter.

MTC shares your interest in the development of a Lifeline Transit Network. Preliminary Lifeline Transit Network maps have been completed for each of the nine Bay Area counties. We have met with the transit operators and are now conducting a series of seven outreach meetings targeted to community based social service organizations to give us additional feedback. We will be providing a draft Lifeline Transportation Report to the Commission in November along with a range of cost estimates.

Generally, federal planning guidelines require that the RTP include only reasonably assured future revenues. This will be a key constraint on including the Lifeline program in the financially constrained portion of the Plan known as Track 1, since the Lifeline proposal will most likely require new transit operating funds. However, new state legislation will enable California voters to determine whether state gas taxes on gasoline should be permanently dedicated to transportation. If this measure passes next year, it would provide a future source of transit operating funds that would help implement the Lifeline Network.

With regard to funding for bicycle and pedestrian access and safety, the Draft RTP released in August indicates that there will be about \$540 million available over the RTP planning horizon for these types of projects. This should go a long way to deliver improved mobility for bicyclists and pedestrians.

Your letter also indicates support for a plan to subsidize bus passes for lower-income students. MTC staff has proposed a set of principles for implementation of a pilot program to test this concept for selected school districts in the AC Transit District service area. MTC staff will return with a specific proposal for consideration by the Commission in November.

MTC shares your concerns about land use planning, but the Commission itself cannot provide the necessary consensus on this topic. That is why we are participating in SMART Growth initiative with four other regional agencies. Where we can connect land use and transportation, such as in the TLC and HIP funding programs, the Commission has made a strong statement of support in the draft Plan by proposing to triple the size of the funding dedicated to these efforts. In addition, our selection criteria for the Regional Transit Expansion Program will consider whether there are supportive land use plans in place.

Sharon J. Brown, Chair
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Executive Director

Ann Flemer
Deputy Director/Operations

Therese W. McMillan
Deputy Director/Policy

Thank you again for writing. MTC appreciates your observations and your comment. We look forward to further input from you in the future.

Sincerely,

A handwritten signature in black ink, appearing to be 'SJB' followed by a long horizontal stroke.

Sharon J. Brown
Chair

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November 5, 2001

Jason Meggs, East Bay Coordinator
Bike the Bridge! Coalition
P.O. Box 15071
Berkeley, CA 94712-6071

Dear Mr. Meggs:

Thank you for your recent email concerning the Draft 2001 Regional Transportation Plan and Draft EIR, and for your comments regarding the implementation of demand-dynamic bicycle shuttles along transbay corridors.

As you point out, Caltrans' Bay Bridge bicycle shuttle has proven very popular for bicyclists commuting to and from San Francisco. The intent of the shuttle is to provide bicycle access across the Bay Bridge during the time when BART does not allow bicycles on board its trains. Caltrans informs our staff that bicyclists are rarely denied a seat on the shuttle, and that a back-up shuttle is available if necessary.

As you may be aware, MTC and its partner agencies have been instrumental in improving transbay bicycle access over the past few years. BART has expanded the number of trains that allow bicycles on board. Much of AC Transit's transbay service is now equipped with bike racks on buses, as are Golden Gate buses and ferries. In addition, MTC and Caltrans recently instituted a demand-responsive bike access program on the Richmond-San Rafael Bridge, and will soon be starting up a bicycle accessible bus shuttle system on the San Mateo-Hayward Bridge.

MTC, acting as the Bay Area Toll Authority (BATA), has authorized funding to provide direct bicycle access on the new Benicia and Carquinez Bridges, and east span of the Bay Bridge (west span access is still under review). Once these projects are completed, all transbay bridges will be open to bicyclists, with the exception of the San Mateo-Hayward and Richmond-San Rafael Bridges.

To keep up to date on our RTP, please view our web page at www.mtc.ca.gov, or contact our Public Information Office at 510.464.7700.

Sincerely,

Sharon J. Brown
Chair

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From: Doug Kimsey
To: Debbie Hubsmith
Date: 10/5/01 1:23PM
Subject: Re: Comments on RTP for EIR review

Dear Debbie- Steve Heminger referred your RTP comments to me for response.

It's clear that we will have to get more out of the region's transportation infrastructure in order to deal with current and projected traffic congestion. Encouraging more people to bike by providing more bike facilities and educating people of the benefits of cycling to is one key element of the plan.

With regard to your specific comments:

1. The MTC POC will hear an overview of the Regional Bike Plan. We will provide them with some preliminary proposals on how the plan could be funded. A regional set aside is one option being presented for funding the regional bike network. This and other options will be introduced at the 10/12 POC meeting.
2. The Regional Bike Plan will be part of the RTP.
3. Many of the items you mentioned are embodied in the Regional Bike Plan. These will be reviewed with the Commission when the draft plan is completed and will be subject to review and approval.

Thanks for your comments and all your hard work on the Regional Bike Plan.

Doug Kimsey
Sr. Planner Analyst
Metropolitan Transportation Commission
101 8th Street
Oakland, CA 94607
Ph: 510.464.7794
Fax: 510.464.7848

>>> "Debbie Hubsmith" <debhub@igc.org> 10/03/01 08:37PM >>>

October 3, 2001

Metropolitan Transportation Commission
c/o Steve Heminger, Executive Director
101 Eighth Street
Oakland, CA 94607-4700

Re: Comments on Regional Transportation Plan for EIR review
Full Funding is Needed for the Regional Bicycle Plan

Dear Chair Brown and Commissioners:

The Marin County Bicycle Coalition thanks you for the opportunity to comment on the 2001 Regional Transportation Plan for the San Francisco Bay Area. This document, which will guide the expenditure of \$81.6 billion over the next 25 years will have a profound impact on our transportation choices, traffic congestion, air quality, and quality of life.

The basic problem with the RTP is that it will not enable Bay Area residents to transport themselves more easily in 25 years.

In fact, with population growth, it will become even more difficult to get around. The Blueprint which MTC developed recently states that traffic congestion in the Bay Area will increase 249% in the next 20 years, even if MTC funds all of the improvements that are indicated for Track I in the RTP. This is simply not acceptable.

In addition to traffic congestion getting much worse, the Bay Area is already stuck in gridlock, our region is not conforming to air quality standards, and the mode-share and vehicle miles traveled predictions for 2025 still reflect an increase in the use of the automobile. Clearly the Bay Area is in a transportation crisis which is about to escalate.

The Marin County Bicycle Coalition is asking the Metropolitan Transportation Commission to take immediate action to amend the draft RTP to provide additional funding for bicycle and pedestrian infrastructure projects. We thank MTC for developing a Regional Bicycle Plan as part of the RTP. This is a very positive step forward. At the same time, we are concerned that currently, funding for bicycle projects represents less than 1/2 of 1% of the overall funding in the RTP.

To get people out of their cars, MTC must begin investing in building bicycle and pedestrian routes, particularly those routes that provide "Safe Routes to Transit." Fully funding the Regional Bicycle Plan is a low-cost initiative that will provide a high rate of return for MTC in terms of improving air quality and decreasing traffic congestion.

The Marin County Bicycle Coalition asks MTC to amend the RTP to reflect the following:

1. COMMIT TO FUNDING FOR BICYCLE

INFRASTRUCTURE: The RTP should include \$1.6 billion in funding for bicycle projects over the life of the plan. The funding should be implemented as follows. There is \$460 million currently allocated in the RTP for bicycle projects. We recommend that an additional 2% of the discretionary funding (\$150 million) be available immediately through the RTP. MTC should then make a commitment in the RTP that the balance of the \$1.6 billion (approximately \$1 billion) be made available for bicycle infrastructure through future funding coming to the region. We recommend that the \$1 billion be funded through the ACA4 gas tax funds which are expected to come to MTC next year, in an amount of over \$6 billion. The MCBC further recommends that "Safe Routes to Transit" projects receive first priority in funding, and that these projects be implemented immediately. In Marin County, these projects are a sub-set of the North-South Bicycle Freeway, including: the Cal Park Tunnel (connecting to Larkspur Ferry Terminal), the restoration of the trestle (or a new bridge) over Corte Madera Creek and East Sir Francis Drake (connecting to the Larkspur Ferry Terminal), and the Alto Tunnel

(connecting to the Tam Junction transit hub.

2. CLEARLY MAKE THE COMMITMENT THAT THE RBP WILL BE PART OF THE RTP: The Regional Bicycle Plan currently under development needs to be folded into the RTP as one of its components, and be fully funded, per the above, over the life of the RTP.
3. ADOPT THE CALTRANS DD-64 POLICIES AND THE POLICIES OF THE GOOD ROADS BILL: The principles embodied in the "Good Roads" bill, that passed the legislature last year, need to be part of the RTP. These principles of "routine accommodation" for bicycle facilities as part of all road construction and reconstruction projects are backed-up by the February 2000 document created by the US DOT, and the Caltrans Deputy Directive 64, which was released in February of 2001. The MCBC recommends that as part of authorization for all construction and reconstruction projects that MTC requires a jurisdiction to complete a form stating how they evaluated the potential for bicycle and pedestrian facilities as part of the road project, and what facilities they will be incorporating. We also ask that the Regional Bicycle Plan and the RTP fully recognize the federal AASHTO and FHWA design standards and traffic mitigation measures as related to bicycle and pedestrian use. Furthermore, for all new or redesigned transit stations, Safe Routes to Transit and bicycle parking should be made as conditions as approval. In Marin County, the SMART "Rail-with-Trail" project falls into this category. We also urge the MTC to pay special attention to the future port locations for the Water Transit Authority, and to ensure that good bicycle parking and bicycle and pedestrian access be provided.

The Metropolitan Transportation Commission has the power to develop a vision for a transportation system in the Bay Area that truly works. This vision must include full funding for MTC's Regional Bicycle Plan (including the Bay Trail) and new standards that will make bicycle and pedestrian projects a part of all transportation projects. We will astronomically increase the mode share for bicycling when MTC provides the funds for local jurisdictions to develop safe routes, especially those non-motorized routes that connect to transit stations.

The Marin County Bicycle Coalition looks forward to working with you to dramatically increase the bicycling and pedestrian mode shares. While only about 1% of trips in the Bay Area are made by bicycle, cities in The Netherlands boast up to 50% of the mode share by bicycling. By prioritizing funding for bicycle and pedestrian projects that provide "Safe Routes to Transit," MTC will be providing real transportation choices that give an incentive to get people out of their cars. With

MTC's funding commitment, we could increase the bicycling mode share in the Bay Area from 1% to 10% over the next 25 years. This would also increase transit ridership.

Thank you for your careful consideration of this proposal. We look forward to discussing this further, and to creating 21st century transportation solutions. Please contact me at (415) 456-3469.

Sincerely,

Debbie Hubsmith
Executive Director

CC: Pam Grove; RTP Calendar